

SECTION II
NAVIGATION PUBLICATIONS

NM 26/00

ALMANACS CORRECTIONS

NAUTICAL ALMANAC Ed 2001 NEW EDITION
(NIMA) 26/00

SAILING DIRECTIONS CORRECTIONS

PUB 120 1 Ed 1997 LAST NM 22/00
Page 31—Line 1/L; read:
Active Area Coordinates of Sea Area WG
(NIMA) 26/00

Page 31—Line 18/R; read:
bearing of 110° for 0.64 mile at a width of 305m centered
on the
(Can Annual Notice No. 35 of 2000) 26/00

Page 33—Graphic/top; replace with below:
New graphic from back of this Subsection.
(Can Annual Notice No. 35 of 2000) 26/00

Page 36—Lines 21 to 33/L; read:
CYR101 (West of Vancouver Island, B.C.)
Airspace associated with Sea Area WP. Enclosed by a line
joining the following positions:
a. 50°28'00"N, 128°10'00"W.
b. 49°20'00"N, 126°30'00"W.
c. 49°00'00"N, 126°30'00"W.
d. 49°00'00"N, 127°00'00"W.
e. 49°20'00"N, 128°30'00"W.
f. 50°00'00"N, 128°30'00"W.

CYR106 (West of Vancouver Island, B.C.)
Airspace associated with Sea Area WP. Enclosed by a line
joining the following positions:
a. 49°20'00"N, 126°30'00"W.
b. 48°25'00"N, 126°30'00"W.
c. 48°20'00"N, 128°00'00"W.
d. 51°00'00"N, 133°45'00"W.
e. 53°30'00"N, 135°37'00"W.
f. 53°15'00"N, 133°30'00"W.
g. 52°42'00"N, 132°55'00"W.
h. 51°14'00"N, 130°30'00"W.
i. 50°00'00"N, 128°10'00"W.
j. 49°30'00"N, 126°56'00"W.
(Can Annual Notice No. 35 of 2000) 26/00

Page 37—Lines 2 to 9/L; read:
(1) There shall be a pilot boarding station:
(a) near Lighted Buoy VH, off Brothie Ledge, near
Victoria;
(b) off Cape Beale, at the entrance to Trevor Channel in
Barkley Sound;
(c) off Triple Island near Prince Rupert; and

(d) at such point or places, other than those described
in paragraphs (a) to (c), as the Authority may designate in
respect
(NIMA) 26/00

Page 37—Lines 12 to 16/R; read:
(3)(1) The notices referred to in subsection (2)(1) shall be
addressed Pilots Victoria, including the required
information sent via any coast station by radiotelephone or
other appropriate means or shall be given by calling a Pilot
Dispatch Center.
(3)(2) The notice referred to in paragraph (2)(2)(a) shall
be
(Can Annual Notice No. 23 of 2000) 26/00

Page 37—Line 27/R; read:
Requirement may be delayed or cancelled without payment
of cancellation fees if prior notice of delay or cancellation is
received by the Authority not less than:
(Can Annual Notice No. 23 of 2000) 26/00

Page 37—Line 37/R; read:
(3)(3) The Authority may agree to waive the 12 hour
Notice of
(NIMA) 26/00

Page 37—Line 37/R; read:
(3)(3) The Authority may agree to waive the 12 hour
Notice of
(NIMA) 26/00

Page 37—Line 40/R; read:
(3)(4)(a) All Notices of Requirement scheduled between
the
(NIMA) 26/00

Page 37—Lines 50 to 55/R; read:
(3)(5) In cases of emergency involving danger to life,
limb, or property, the Authority shall waive any notice of
requirement and dispatch the first available pilot to cover the
emergency.

Required Information in Notice

(4) A notice under section 2 may be verbal or, when
required by
(Can Annual Notice No. 23 of 2000) 26/00

Page 38—Lines 2 to 14/L; read:
Chart and Publications Regulations

Extracts from the Canadian regulations are quoted below:
1. These regulations may be cited as the Chart and
Nautical Publications Regulations, 1995.

PUB 120 (Continued)

6.1 Subject to subsection 6.3, the person-in-charge of the (NIMA) 26/00

Page 38—Line 34/L; read:

Schedule of Documents and Publications.

6.3 The documents and publications referred to in paragraphs 6.1(c) and (d) may be substituted for similar documents and publications issued by the government of another country, if the information contained in them that is necessary for the safe navigation of a ship in the area in which a ship is to be navigated is as complete, accurate, intelligible, and up-to-date as the information contained in the documents and publications referred to in those provisions.

(NIMA) 26/00

Page 38—Lines 33 to 39/R; read:

The Federal Department of Fisheries and Oceans ensures the protection and conservation of marine mammals in Canadian waters. Harassing whales changes or interferes with their behavior, forces them away from their habitat at critical times in their annual reproduction and feeding cycles, and may cause them injury.

The Marine Mammal Regulations of the Fisheries Act (R.S.C., 1985, c.F-14. Amended 1993) prohibit any form of harassment of cetaceans, including repeated attempts to pursue, disperse, or herd whales and any repeated intentional act of negligence resulting in disruption of their normal behavior. Individuals who contravene the Marine Mammal Regulations are guilty of an offense and liable to a fine not exceeding \$500,000 and twenty four (24) months imprisonment (Fisheries Act sec. 78).

The following are general guidelines for dealing with marine mammals:

1. Do not hunt, chase, follow, disperse, drive, herd, or encircle whales.
2. Avoid any sudden changes of course or speed.
3. Avoid heading directly toward a whale.
4. If in an area known to be frequented by whales, be on the lookout to avoid collisions.
5. Travel parallel to whales' direction of travel.
6. The whales may come close to you; if they do, do not chase them. These animals may be calves that approach while their mothers are submerged feeding. Keep clear of the tail.
7. If you are operating a sailing vessel with an auxiliary motor, leave it in idle or turn on the echo sounder to signal your presence.
8. If it is impossible to detour around a whale or group of whales, slow down immediately and wait until you are more than 400m away before resuming speed.

(PUBS 001-99) 26/00

Page 41—Line 50/R; strike out.

(Can SD, British Columbia, Vol. 1, 1999 ed.) 26/00

Page 44—Lines 37 to 39/R; read:

pushed by the ship is 20m or more in length.

2.2 The provisions of this Notice do not apply in respect of:

(a) a ship engaged in towing or pushing any vessel or object within a log booming ground.

(b) a pleasure yacht that is less than 30m in length.

(c) a fishing vessel that is less than 24m in length and not more than 150 gross tons.

(Can Annual Notice No. 25 of 2000) 26/00

Page 44—Line 46/R; read:

3.2 An MCTS may, under specific

(Can Annual Notice No. 25 of 2000) 26/00

Page 45—Line 26/L; read:

suspended if an MCTS officer directs the ship to

(Can Annual Notice No. 25 of 2000) 26/00

Page 45—Line 36/R to Page 46—Line 19/L; read:

6.2 Regulations for entering a zone:

At least 15 minutes before a ship intends to enter a zone, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (d), (e), (f), and (g).

Ships in possession of a valid Traffic Clearance as described in Section 5 are not required to provide this report.

6.3 When a ship arrives at a Calling-In-Point (C-I-P) specified in the schedules or Notice, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.4 As soon as practicable after a ship arrives at a berth, a report shall be made to an MCTS officer specifying the information listed in 6.1(a) and (c).

6.5 "Departure maneuver" is defined as an operation during which a vessel leaves a berth and gets safely underway.

6.5.1 Immediately before commencing a departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (e), (f), (g), and (h).

6.5.2 Immediately after completing the departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.6 Maneuvers

6.6.1 Fifteen minutes prior to commencing any maneuver such as:

(a) a compass adjustment.

(b) the calibration and servicing of navigational aids.

(c) a sea trial.

(d) a dredging operation.

(e) the laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made to an MCTS officer specifying information listed in 6.1(a) and (c), plus a description of the intended maneuver.

6.6.2 As soon as practical after the maneuver is completed, a description of the maneuver just completed shall be made to an MCTS officer.

PUB 120 (Continued)**6.7 Non-routine Reports**

6.7.1 Any of the following conditions shall be immediately reported to an MCTS officer, along with information specified in 6.1(a) and (c):

(Can Annual Notice No. 25 of 2000) 26/00

Page 46—Lines 52 to 60/L; read:

Regional Director, Canadian Coast Guard.

7.2 In circumstances other than those covered in 7.1, variation from time to time may be granted by a Marine Traffic Regulator where the procedure or practice requested is as safe as that required in the regulations.

(Can Annual Notice No. 25 of 2000) 26/00

Page 48—Line 12/L; read:

minimum radius of 16m if possible. Booms, flagstuffs, stays,

(Can SD British Columbia, Vol. 1, 1999 ed.) 26/00

PUB 140 1 Ed 1997 LAST NM 25/00

Page 17—Lines 24 to 26/L; read:

pushed by the ship is 20m or more in length.

2.2 The provisions of this Notice do not apply in respect of:

(a) a ship engaged in towing or pushing any vessel or object within a log booming ground.

(b) a pleasure yacht that is less than 30m in length.

(c) a fishing vessel that is less than 24m in length and not more than 150 gross tons.

(Can Annual Notice No. 25 of 2000) 26/00

Page 17—Line 34/L; read:

3.2 An MCTS may, under specific

(Can Annual Notice No. 25 of 2000) 26/00

Page 17—Line 14/R; read:

suspended if an MCTS officer directs the ship to

(Can Annual Notice No. 25 of 2000) 26/00

Page 18—Lines 26/L to 9/R; read:

6.2 Regulations for entering a zone:

At least 15 minutes before a ship intends to enter a zone, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (d), (e), (f) and (g).

Ships in possession of a valid Traffic Clearance as described in Section 5 are not required to provide this report.

6.3 When a ship arrives at a Calling-In-Point (C-I-P) specified in the schedules or Notice, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.4 As soon as practicable after a ship arrives at a berth, a report shall be made to an MCTS officer specifying the information listed in 6.1(a) and (c).

6.5 "Departure maneuver" is defined as an operation during which a vessel leaves a berth and gets safely underway.

6.5.1 Immediately before commencing a departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (e), (f), (g), and (h).

6.5.2 Immediately after completing the departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.6 Maneuvers

6.6.1 Fifteen minutes prior to commencing any maneuver such as:

(a) a compass adjustment.

(b) the calibration and servicing of navigational aids.

(c) a sea trial.

(d) a dredging operation.

(e) the laying, picking up and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made to an MCTS officer specifying information listed in 6.1(a) and (c), plus a description of the intended maneuver.

6.6.2 As soon as practical after the maneuver is completed, a description of the maneuver just completed shall be made to an MCTS officer.

6.7 Non-routine Reports

6.7.1 Any of the following conditions shall be immediately reported to an MCTS officer, along with information specified in 6.1(a) and (c):

(Can Annual Notice No. 25 of 2000) 26/00

Page 18—Lines 41 to 46/R; read:

to the appropriate Regional Director, Canadian Coast Guard.

7.2 In circumstances other than those covered in 7.1, variation from time to time may be granted by an MCTS officer where the procedure or practice requested is as safe as that required in the regulations.

(Can Annual Notice No. 25 of 2000) 26/00

Page 20—Line 56/R; read:

Chart and Publications Regulations

Extracts from the Canadian regulations are quoted below:

(NIMA) 26/00

Page 21—Lines 1 to 9/L; read:

6.1 Subject to subsection 6.3, the person-in-charge of the (NIMA) 26/00

Page 21—Line 29/L; read:

Schedule of Documents and Publications.

6.3 The documents and publications referred to in paragraphs 6.1(c) and (d) may be substituted for similar documents and publications issued by the government of another country, if the information contained in them that is necessary for the safe navigation of a ship in the area in which a ship is to be navigated is as complete, accurate, intelligible, and up-to-date as the information contained in

PUB 140 (Continued)

the documents and publications referred to in those provisions.
(NIMA) 26/00

Page 131—Line 19/R; insert after:

Bridge Markings.—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are as follows:

1. Red and green lights mark the lateral limits of the bridge.
 2. White lights indicate the center of the bridge span.
 3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
 4. A racon indicates the best transit under the bridge.
- (BA NP 57A, Supp. 10-99) 26/00

Page 137—Lines 13 to 18/R; read:

The air rescue service operates helicopters which are equipped for an operating radius of 220 miles, and can call on long range transport and maritime aircraft for more extensive searches and for the dropping of rescue equipment. Helicopter rescue stations are based at Stavanger, Vigra, Orlandet, Bodo, and Banka. A civilian piloted helicopter is based at Svalbard and has a range of 150 miles.

(BA NP 57A, Supp. 10-99) 26/00

PUB 145 8 Ed 2000 LAST NM 22/00

Page 154—Line 16/R; read:

A measured distance of 1,920.2m is situated in the approach

(Can NM 3/00, Section 2) 26/00

Page 186—Line 9/L; read:

Pilotage.—Pilotage is available but is not compulsory. To avoid a delay in

(Can Annual Notice No. 23 of 2000) 26/00

Page 201—Line 16/L; read:

Pilotage.—Pilotage is available but is not compulsory. To avoid a delay in

(Can Annual Notice No. 23 of 2000) 26/00

Page 233—Table; replace with below:

BERTH LIMITATIONS—SEPT-ILES			
Berth	Length	Depth	Remarks
Minier IOC Wharf			
1	—	5.9m	
2	265m	17.6m	Berthing length extended by dolphins to 488m.
4	244m	11.3m	
5	244m	9.8-10.4m	
Quai Pointe aux Basques			
7	183m	7.6m	
8	153m	11.9m	The use of this berth is restricted to vessels of 60,000 dwt or less. Vessels alongside are to leave the berth when the wind speed is 32 knots or greater.
Quai Monseigneur Blanche			
14-15	200m	2.0-8.0m	Berthing on NW face only. The SE side of the wharf is lined with boulders and the SW end is in ruins.
Fishing Harbor			
16	285m	4.3-4.6m	
Quai du Parc Urbain			
20	200m	2.0-4.8m	L-shaped.

(Can NM 3/00, Section 4) 26/00

Page 241—Lines 42 to 43/R; strike out.

(Can NM 3/00, Section 4) 26/00

Page 243—Lines 18 to 27/L; read:

of Cap Chat, is 18.3m high. A public jetty, protected on the NW side by a rock breakwater, sheltering small craft from all winds except NE to E, extends about 340m NE from Le Gros Mechins. The berthing face, on the SE side of the breakwater, is 119m long and 15m wide, with alongside depths of 5.5 to 6.7m.

Fisherman's Wharf, on a breakwater 238m long, extends from the shore 0.3 mile SE of the public jetty. The berthing area is 72m long, with an alongside depth of 1.8m A light is shown from the

(Can NM 3/00, Section 4) 26/00

Page 243—Lines 33 to 35/L; read:

The drydock, 252m long and 27.4m wide, is situated on the SE side of the inner end of the wharf.

(Can NM 3/00, Section 4) 26/00

PUB 145 (Continued)

Page 263—Lines 42 to 54/R; read:

channel which are obstructed by shoals have been dredged. Vessels are advised to closely follow the alignment of the channel ranges, because lesser depths may be encountered along the sides of the dredged channels.

The channel is dredged to a depth of 11m from buoy D46 (46°33'N., 72°10'W.), above Deschaillons-sur-Saint-Laurent, to buoy D77 (46°29'N., 72°14'W.), above Batiscan. Between buoy D77 and buoy M177, in Montreal Harbor, the channel is dredged to a depth of 11.3m. However, a 7.5m wide band, with a depth of 10.7m, runs along the inside limits of each side of the channel between buoy D142 and buoy PAT (45°39'N., 73°29'W.).

(Can NM 3/00, Section 4) 26/00

Page 267—Line 8/R; read:

depth of 11.3m, with a least width of 225m.

(Can NM 3/00, Section 4) 26/00

Page 268—Lines 53 to 54/R; read:

dredged to a depth of 11.3m. An anchorage area, dredged to a depth of 10.7m,

(Can NM 3/00, Section 4) 26/00

Page 271—Line 29/L; read:

Sorel Harbor has a dredged depth of 11.3m with a least width of

(Can NM 3/00, Section 4) 26/00

Page 272—Line 16/L; read:

Upper Sorel Harbor limit, has a dredged depth of 11.3m and a

(Can NM 3/00, Section 4) 26/00

Page 272—Lines 33 to 34/L; read:

high chimneys stand in the plant. Overhead power cables, with a

(Can NM 3/00, Section 4) 26/00

Page 273—Line 8/R; read:

depth of 11.3m over a width of 245m up to buoy M177. Above buoy M177 the channel has a dredged depth of 11m until buoy Sainte-Helene;

(Can NM 3/00, Section 4) 26/00

PUB 146 7 Ed 2000

(NIMA) 26/00

NEW EDITION

PUB 154 7 Ed 1998

Page 26—Line 36/L; read:

Port Authority.

(Can NM 10/99, Section IV) 26/00

LAST NM 22/00

Page 42—Line 34/L; read:

of 52m, span Sansum Narrows, close N of Arbutus Point.

(3(3442)00 Ottawa) 26/00

Page 79—Lines 29 to 33/R; read:

Regulations.—The waters described within this sector lie within the Vancouver Vessel Traffic Service (VTS) System. For further information on reporting requirements, see Sector 1. Details of services

(NIMA) 26/00

Page 115—Lines 1 to 16/R; read:

Vessels should contact "Tofino Traffic" on VHF channel 74 and report when passing the calling-in-points, which are best seen on the chart.

(Can Annual Notice No. 25 of 2000) 26/00

Page 116—Graphic; strike out.

(NIMA) 26/00

Page 133—Lines 22 to 23/R; read:

Depths—Limitations.—Deepsea Dock, a finger pier, is 213m long, with alongside depths of 10.1 to 10.6m.

A wharf for loading wood pulp, formerly used by a now-closed pulp and paper mill, is situated 0.2 mile E of Deepsea Dock. It has a berthing face, 61m long, on the W side with a depth of 8.5m alongside. Dolphins joined by a catwalk extend up to 33m SSE from this wharf.

(Can SD British Columbia, Vol. 1, 1999 ed.;

Can SD 10/99, Section IV) 26/00

Page 144—Lines 29 to 32/L; read:

Vessels are berthed about 5m out from the dock, using log fenders, to keep them in deeper water.

(Can SD British Columbia, Vol. 1, 1999 ed.) 26/00

Page 151—Lines 13 to 14/R; read:

British Columbia/Alaska border.

Vessels should contact "Prince Rupert Traffic," when passing each charted calling-in-point (CIP), as follows:

1. Sector 1—VHF channel 11.
2. Sector 2—VHF channel 71.

CIP	Name	Sector	Remarks
1A	Cape Caution/Triangle Island	Change	
1B	Dugout Rocks	1	See note 1.
1C	Pearl Rocks	1	See note 2.
2	Fog Rocks	1	
3	Walker Island	1	
4	Barba Point	1	
5	Idol Point	1	
6	Freeman Point	1	See note 3.
7	Ditmars Point	1	See note 4.
8	Griffin Point	1	See note 5.

PUB 154 (Continued)

CIP	Name	Sector	Remarks
9	Kingcome Point	1	See note 6.
10	Money Point	1	See note 7.
11	Sainty Point	1	See note 8.
12	Pitt Island Light	1	See note 9.
13A	Baker Inlet	Change	
13B	Swede Point	Change	
14A	Lawyer Islands	2	
14B	Genn Islands	2	
15A	Petral Rock	2	
15B	Greentop Island	2	
15C	Holland Rock	2	
16	Lucy Islands	2	
17	Pillsbury Point	2	
18	Edye Passage	2	
19	Wales Island	Change	
20A	Butterworth Rocks	2	
20B	Seal Rocks	Change	
21	Rose Spit/Seal Rocks	Change	
22	Rose Spit	2	
23	International Boundary/ Dixon Entrance	1	See note 10.
24	Langara Point/Point Cornwallis	Change	
25	Langara Island	1	
26	Tasu Sound	1	See note 11.
27	Cape St. James	1	
28	McInnes Island/Cape St. James	1	
29	Cape Mark/McInnes Island	1	
30	Bonilla Island/Sandspit	1	
31	Lawn Point	1	
32	White Rocks	1	
33	Duckers Islands	1	See note 12.
34	Wilson Rock	1	
35	Triangle Island	Change	

CIP	Name	Sector	Remarks
Notes.			
1. Vessels bound for FitzHugh Sound shall report ETA at Dugout Rocks.			
2. Vessels bound for Queen Charlotte Sound via North Passage shall report ETA at Pearl Rocks.			
3. Northbound vessels shall report ETA at Boat Bluff Light and Ditmars Point. Vessels shall advise if intending to transit Heikish Narrows.			
4. Southbound vessels shall report ETA at Boat Bluff Light and Freemans Point.			
5. Northbound vessels shall report which side to Work Island they intend to transit. Southbound vessels shall advise if intending to transit Heikish Narrows.			
6. Southbound vessels shall report which side of Work Island they intend to transit.			
7. Vessels bound for Kittimat shall report ETA at Emilia Island Light			
8. Northbound vessels shall report ETA at Tom Island Light and Pitt Island Light.			
9. Southbound vessels shall report ETA at Tom Island Light and Sainty Point Light.			
10. Vessels shall report whether their passage is through Holliday Passage, Oriflamme Passage, or Main Passage when transiting Chatham Sound.			
11. Vessels shall report at Davidson Point when entering or exiting Tasu Sound.			
12. Northbound vessels shall report whether route is through Squally Channel or Whale Channel.			

Directions.—The usual route between Cape Caution and the
(Can Annual Notice No. 25 of 2000) 26/00

Page 152—Graphic; strike out.
(NIMA) 26/00

PUB 180 2 Ed 1997 LAST NM 24/00
Page 51—Line 52/R to Page 52—Line 6/L; read:

The Federal Department of Fisheries and Oceans ensures the protection and conservation of marine mammals in Canadian waters. Harassing whales changes or interferes with their behavior, forces them away from their habitat at critical times in their annual reproduction and feeding cycles, and may cause them injury.

The Marine Mammal Regulations of the Fisheries Act (R.S.C., 1985, c.F.-14. Amended 1993) prohibit any form of harassment of cetaceans, including repeated attempts to pursue, disperse, or herd whales and any repeated intentional act of negligence resulting in disruption of their normal behavior. Individuals who contravene the Marine Mammal Regulations are guilty of an offense and liable to a fine not exceeding \$500,000 and twenty four (24) months imprisonment (Fisheries Act sec. 78).

The following are general guidelines for dealing with marine mammals:

1. Do not hunt, chase, follow, disperse, drive, herd, or encircle whales.

PUB 180 (Continued)

2. Avoid any sudden changes of course or speed.
 3. Avoid heading directly toward a whale.
 4. If in an area known to be frequented by whales, be on the lookout to avoid collisions.
 5. Travel parallel to whales' direction of travel.
 6. The whales may come close to you; if they do, do not chase them. These animals may be calves that approach while their mothers are submerged feeding. Keep clear of the tail.
 7. If you are operating a sailing vessel with an auxiliary motor, leave it in idle or turn on the echo sounder to signal your presence.
 8. If it is impossible to detour around a whale or group of whales, slow down immediately and wait until you are more than 400m away before resuming speed.
- (GIMMB 001-99) 26/00

Page 79—Line 1/L; read:

Regulations

Regulations are in force requiring vessels carrying dangerous or polluting cargo to submit departure and arrival reports and to complete a checklist. Departure reports are made prior to leaving port. Arrival reports are made by vessels arriving from countries other than Iceland or countries in the EEC.

The regulations, forms, and checklists are available from the Norwegian Coast Directorate, as follows:

1. Via the Internet at www.kystdir.no
2. Via surface mail from:
Kystverket/HAZMAT
Moleveien 7
3187 Norten
Norway

Regulations for Norwegian Internal Waters

The following regulations apply to internal Norwegian waters and differ from the rules in the International Regulations for Preventing Collisions at Sea (1972):

1. A vessel towing floating timber, oil containers, plastic hoses, etc. carries a white lantern with an additional white lantern for every 100m of tow, or, by day, a black flag or rectangular black shape.
2. **Marking of Objects Other Than Vessels.**—Dracons, herring and fish locknets, etc., lying wholly or partly submerged and under tow shall have a raft or float in tow. To mark the after end of the tow, the raft or the float shall exhibit an all around white light or a diamond shape.

Power cables and similar constructions being kept afloat by means of floats, etc., and which while being extended across waters, may result in blocking or restrictions of the general traffic, shall be marked by lights prescribed in Rule 24(g). The floats shall be light reflective.

3. Dredges show the lights and shapes prescribed by the International Regulations except that only one shape is displayed by day. In fog, the sound signal for a vessel at anchor is followed by:

At least six single strokes of the bell if the dredger is to be passed as if it were a red spar buoy.

At least six double strokes of the bell if the dredger is to be passed as if it were a green spar buoy.

4. **Patrol Vessels—Channel Closure.**—A vessel patrolling for the purpose of warning approaching shipping of the temporary closure or restriction of a channel will show:

By day—International flag U.

By night—one green light above two red lights disposed vertically.

The vessel may transmit the letter U (...) in the Morse code by light or signal.

5. **Bend in Channel.**—A power driven vessel approaching a bend in the channel must sound a 10 second blast when 0.5 mile short of the bend. On hearing this signal a meeting vessel must wait.

6. **Narrow Passage.**—A power driven vessel approaching a passage so narrow that meeting vessels cannot pass must sound at least 5 short blasts. On hearing this signal a meeting vessel must wait.

7. **Speed Limits.**—Speed is limited to 5 knots when less than 100m from the shore, boat harbors, anchored boats, etc. and within 50m of bathing places. Public bathing places are marked by buoys (orange with orange spherical topmark) and passing inside these is prohibited.

8. Cable ferries or chain ferries carry a ball and three red lights, disposed in a triangle apex up.

Search and Rescue

(BA NP 57A, Supp. 10-99)

26/00

PUB 191

8 Ed 1996

LAST NM 25/00

Page 49—Lines 8 to 18/L; read:

9m high, is the largest rock lying at the SW end of a group of dangers, which extend up to about 2.5 miles E. A lighted beacon (W cardinal) tower, 15m high, stands on this rock. Les Comtesses (48°39'N., 2°34'W.), consisting of several rocks, lies at the E end of this group.

Grand-Lejon (48°45'N., 2°40'W.), the outermost danger in this area, is a rocky ledge surrounded by rocks. It lies about 10.5 miles E of Pointe de Minard and in the middle of the entrance to Baie de Saint-Brieuc. A main light (Grande Lejon) is shown from a prominent tower, 24m high, standing on the ledge.

Basses du Sud-Est, with a least depth of 4.8m, is a rocky shoal lying about 0.8 mile SSE of the light. Petit-Lejon, a drying shoal surrounded by dangers, lies about 3.7 miles SSE of the light and is marked close W by a buoy.

On the high land backing of the coast, the belfry (spire) of the church at Plouha and the helmet-shaped belfry of the church at Etables-sur-Mer are conspicuous standing 5 miles S and 8.5 miles SSE, respectively, of Pointe de Minard. Prominent church spires are also situated at Pordic, 12 miles SSE of Pointe de Minard, and Pleneuf-Val-Andre, 5.3 miles SSE of Le Rohein lighted beacon.

Bois de Bien-Assis (48°35'N., 2°30'W.), a conspicuous wooded hill, stands about 1 mile inland, 9 miles SW of Cap Frehel. It is sheer on the SW side.

PUB 191 (Continued)

Regulations.—A mandatory access channel, indicated on the chart, for tankers transporting
(Fr SD C2.2) 26/00

Page 49—Lines 25 to 47/L; read:
small drying harbors.

Binic has an Avant-port, protected by moles, and a wet dock. It is used by fishing vessels and pleasure craft. The Avan-port dries 4 to 6m and has a quay, 105m long, used by fishing vessels. The wet dock is entered through a gate, 10m wide, and has facilities for pleasure craft in depths of 1.5 to 3m. A light is shown from a prominent structure, 12m high, standing on the head of the N mole.

Saint-Quay-Portieux consists of a new harbor and marina, which are accessible at all stages of the tide, and an old drying harbor. It is used by small coasters, fishing vessels, and pleasure craft. The new harbor and marina, lying close NE of the old harbor, are protected by moles. A directional light shown from a tower, 12m high, standing on the elbow of the N mole indicates the entrance fairway. A quay, 120m long, and three pontoons with depths of 3m alongside are situated in the N part of the new harbor for the use of fishing vessels. There are extensive facilities for pleasure craft up to 18m in length in the S part.

There are depths of less than 2m lying in the S approaches to the harbor. Tides rise about 10m at HWS and 4.5m at HWN.

The old harbor is used by small craft and is accessible to vessels up to 700 grt and 47m in length with drafts up to 3.5m at springs and 2.5m at neaps.
(Fr SD C2.2) 26/00

Page 49—Lines 45 to 58/L; read:

Anchorage.—Vessels waiting to enter Dahouet and Erquy should anchor about 2 miles S of Le Rohein. Vessels waiting to enter Saint Quay-Portrieux and Binic should anchor in the roads off these ports. Vessels waiting to enter Le Legue (Saint Brieuc) should anchor about 1.5 miles ENE of Pointe du Roselier, in a depth of 4m, sand with good holding ground.

With strong NE winds, vessels should anchor S of Le Rohein. With strong NW winds, vessels should anchor in Mouillage de Binic, 4 miles NW of Pointe du Roselier.

Caution.—A temporary explosive dumping ground area, which may best be seen on the chart, lies 1.5 miles SSE of Grand Lejon Light.

Magnetic anomalies were reported to exist in the area between Le Rohein and Grand Lejon Light.

Numerous fishing structures and shell
(Fr SD C2.2) 26/00

Page 49—Lines 4 to 6/R; read:

Pointe de Roselier (48°33'N., 2°43'W.), a bluff headland, is located 15 miles SE of Pointe de Minard. The coast between is cliffy and fronted by sandy beaches which dry up to about 0.8 mile offshore in places.
(Fr SD C2.2) 26/00

Page 49—Lines 14 to 21/R; read:

plateau, is the largest rock. A light is shown from a prominent tower with a dwelling, 13m high, standing on this rock.

Plateau des Hors (48°39'N., 2°45'W.), a large rocky flat, extends E from Roches de Saint-Quay and is marked on its NE side by a buoy. Caffa, a rocky shoal, lies about 4 miles SE of Ile Harbour Light and is marked by a lighted buoy.

Anse d'Yffiniac (48°32'N., 2°42'W.), which completely dries, lies at the head of Baie de Saint-Brieuc and is entered SE of Pointe du Roselier.

Riviere du Gouet flows into the W side of this inlet, 1 mile S of Pointe du Roselier, between Pointe de l'Aigle, marked by a light, and Pointe de Cesson, 0.3 mile S.

(Fr SD C2.2) 26/00

Page 50—Lines 8 to 16/L; read:

Ilot le Verdelet, a conical islet, fronts the point. The resort of Val-Andre extends along a beach to the S of the point and is dominated by two water towers.

Dahouet (48°35'N., 2°34'W.), a small drying harbor, is located 1 mile SW of the point. It is used by fishing vessels and pleasure craft. The harbor is accessible to vessels up to 70m in length with drafts up to 4.5m at springs. Local knowledge is required. Petite Muette lighted beacon marks a cut in the cliff which is the entrance to the harbor.

Planeuf-Val-Andre, an extensive yachting marina, is located close S of Pointe de Planeuf.

Cap d'Erquy is located 4 miles NE of Pointe de Planeuf. The coast between is fronted by a prominent stretch of sand and bordered by rocky ledges which extend up to 1 mile offshore in places.

Erquy (48°38'N., 2°28'W.), a small harbor, is located 0.7 mile SE of Cap d'Erquy. It is accessible to small craft with drafts up to 2.5m.

(Fr SD C2.2) 26/00

PUB 192 7 Ed 2000 LAST NM 24/00

Page 40—Line 55/L; read:

Light Float, which is moored in position 53°39'N, 0°20'E, 9 miles NE of Spurn Head and
(BA NM 12/00) 26/00

Page 40—Lines 44 to 50/R; read:

The pilot station, situated at Spurn Head, has radar coverage from seaward of the Humber Light Float to Immingham. Pilot launches operate from a small pier on the W side of the head.

Pilots board vessels greater than 40,000 dwt or with drafts of 11m or greater in position 53°39.8'N, 0°22.4'E, which is 1.5 miles NE of the Humber Light Float. Such deep-draft vessels, while awaiting a pilot, should anchor to the N and E of the Humber Light Float.

(BA NM 12/00) 26/00

Page 41—Line 26/L; read:

Light Float or the Humber Light Float, draft, last port of

PUB 192 (Continued)

call,
(BA NM 12/00) 26/00

COAST PILOT CORRECTIONS

**COAST PILOT 4 32 Ed 1999 Change No. 3
LAST NM 25/00**

Page 123—Paragraph 2951, line 3; read:
line is an extension of the boundary between Louisiana and Texas.

Official sunrise or official sunset means the time of sunrise or sunset as determined for the date and location in *The Nautical Almanac*, prepared by the U.S. Naval Observatory.
(CL 1936/99; FR 11/2/99) 26/00

Page 124—Paragraph 2958; read:

Regional Administrator (RA), for the purposes of this part, means the Administrator, Southeast Region, NMFS, 9721 Executive Center Drive N., St. Petersburg, FL 33702, or a designee.
(CL 1936/99; FR 11/2/99) 26/00

Page 125—Paragraph 3007, line 3; read:
snapper specified in §622.44(d)(1), a commercial vessel permit for ...
(CL 1936/99; FR 11/2/99) 26/00

Page 126—Paragraph 3016; strike out.
(CL 1936/99; FR 11/2/99) 26/00

Page 127—Paragraph 3047; read:
(c) *Change in application information*. The owner or operator of a vessel with a permit, a person with a coral permit, or a dealer with a permit must notify the RA within 30 days after any change in the application information specified in paragraph (b) of this section.
(CL 1936/99; FR 11/2/99) 26/00

Page 152—Paragraph 3699; read:
(b) *Gulf and South Atlantic allowable octocoral*. The quota for all persons who harvest allowable octocoral in the EEZ of the Gulf and South Atlantic is 50,000 colonies. A colony is a continuous group of coral polyps forming a single unit.
(CL 1936/99; FR 11/2/99) 26/00

Page 154—Paragraph 3739; read:
(2) *Gulf and South Atlantic allowable octocoral*. Allowable octocoral may not be harvested or possessed in the Gulf EEZ or South Atlantic EEZ and the sale or purchase of allowable octocoral in or from the Gulf EEZ or South Atlantic EEZ is prohibited.
(CL 1936/99; FR 11/2/99) 26/00

Page 154—Paragraph 3749; read:
(2) The prohibition on sale/purchase during a closure for allowable octocoral in paragraph (a)(2) of this section does not apply to allowable octocoral that was harvested and

landed ashore prior to the effective date of the closure.
(CL 1936/99; FR 11/2/99) 26/00

Page 155—Paragraph 3786 to Paragraph 3787, line 1; read:
(d) *Gulf red snapper*. (1) The trip limit for red snapper in ...
(CL 1936/99; FR 11/2/99) 26/00

Page 156—Paragraph 3793, line 1; read:
(e) *Caribbean queen conch*. A person who fishes in the ...
(CL 1936/99; FR 11/2/99) 26/00

Page 156—Paragraph 3809; read:
(e) *Gulf and South Atlantic wild live rock*. Wild live rock in or from the Gulf EEZ or South Atlantic EEZ may not be sold or purchased. The prohibition on sale or purchase does not apply to wild live rock from the South Atlantic EEZ that was harvested and landed prior to January 1, 1996, or to wild live rock from the Gulf EEZ that was harvested and landed prior to January 1, 1997.
(CL 1936/99; FR 11/2/99) 26/00

Page 157—Paragraph 3834; read:
(c) *Coastal migratory pelagic fish*. For cobia or for a migratory group of king or Spanish mackerel: Biomass levels, age-structured analyses, MSY, overfishing level, TAC, quota (including a quota of zero), bag limit (including a bag limit of zero), minimum size limit, vessel trip limits, closed seasons or areas, gear restrictions (ranging from regulation to complete prohibition), reallocation of the commercial/recreational allocation of Atlantic group Spanish mackerel, and permit requirements.
(CL 1937/99; FR 11/2/99) 26/00

Page 157—Paragraphs 3838 to 3840; read:
(f) *South Atlantic snapper-grouper and wreckfish*. For species or species groups: Biomass levels, age-structured analyses, target dates for rebuilding overfished species, MSY, ABC, TAC, quotas, trip limits, bag limits, minimum sizes, gear restrictions (ranging from regulation to complete prohibition), and seasonal or area closures.

(g) *South Atlantic golden crab*. Biomass levels, age-structured analyses, MSY, ABC, TAC, quotas (including quotas equal to zero), trip limits, minimum sizes, gear regulations and restrictions, permit requirements, seasonal or area closures, time frame for recovery of golden crab if overfished, fishing year (adjustment not to exceed 2 months), observer requirements, and authority for the RA to close the fishery when a quota is reached or is projected to be reached.

(h) *South Atlantic shrimp*. Biomass levels, age-structured analyses, BRD certification criteria, BRD specifications, BRD testing protocol, certified BRDs, nets required to use BRDs and times and locations when the use of BRDs is required.
(CL 1936/99, CL 1937/99; FR 11/2/99) 26/00

Page 187—Paragraph 119, lines 4 to 7; read:
65 feet. About 4 miles W of the highway bridge, an overhead power cable crosses the sound. The cable clearance is 94 feet

COAST PILOT 4 (Continued)

over the main channel ...
(CL 1184/99) 26/00

Page 282—Paragraph 272, line 2; read:
southern half of Pier 9; 28A (north wall), 480 feet; 28B and
28E ...
(CL 478/99) 26/00

Page 283—Paragraph 301; read:

A lighted buoy marks the entrance; the buoy is equipped with a RACON. Channel markers include lighted buoys, lights and lighted ranges. A Precautionary Area has been established with a radius of one nautical mile around the sea buoy. This is necessary because large ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are to exercise extreme caution within this area. Vessels may not anchor within those portions of the Precautionary Area that lie outside the designated anchorage.
(CL 21/99) 26/00

Page 284—Paragraph 306; read:

Anchorage. A Federal anchorage is located north of the sea buoy (See **11.188**, Chapter 2, for limits and regulations.) Non-U.S. Flag vessels destined for the anchorage must provide a 24-hour advance notice of arrival per Title 33 Code of Federal Regulations Part 160.207 before entering the anchorage area to anchor. Any vessel desiring to use the anchorage must notify the Coast Guard Captain of the Port, via the Biscayne Bay Pilots, on VHF-FM channel 12 or 16. Vessels granted permission to anchor must maintain a 24-hour bridge watch by an English speaking deck officer monitoring VHF-FM Channel 16. This individual must perform frequent checks of the vessel's position to ensure the vessel does not drag anchor. Vessels which are experiencing serious operating casualties such as malfunction of main propulsion, main steering, or anchoring equipment, or which are planning to perform main propulsion engine repairs or maintenance, must immediately notify the Coast Guard Captain of the Port, via Coast Guard Group Miami, on VHF-FM Channel 16. The Coast Guard Captain of the Port may close the anchorage area and direct vessels to depart the anchorage during periods of adverse weather or at other times as deemed necessary in the interest of port safety. The anchorage is in close proximity to the three-reef system that runs along the Atlantic Ocean coast of south Florida. Recent vessel groundings have shown there is very little time to respond to a dragging anchor before coming into contact with the inshore reefs. The holding ground in the anchorage consists of shallow sand, mud and coral rubble covering of the limestone substrate. During periods of high winds and seas, vessels anchors may not hold firmly in this ground. Violent, unpredictable winds in excess of 50 knots can be associated with local heavy thunderstorm activity. The area is also susceptible to large waterspouts. Upon the approach of thunderstorms from any direction or in sustained winds of 25 to 30 knots from NNE through SSE, all vessels are warned to have main propulsion engines on standby and be prepared to vacate the anchorage. When sustained winds in excess of 30

knots from NNE through SSE are to be expected, vessels may be ordered from the anchorage and advised to head directly to sea. Although not required, pilotage to the anchorage is available upon request and is strongly recommended for vessel masters who are unfamiliar with the anchorage.
(CL 21/99) 26/00

COAST PILOT 4 32 Ed 1999 Change No. 4

Page 19—Paragraph 458, lines 3 to 4; read:

fish. The reefs are constructed by intentional placement of assorted secondary-use materials and designated fishery habitat, ranging from old trolley cars and barges to scrap ...
(CL 2069/99) 26/00

Page 63—Paragraph 793; read:

§110.1 General. (a) The areas described in subpart A of this part are designated as special anchorage areas for purposes of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by Rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by Rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).
(CL 1073/98) 26/00

Page 77—Paragraph 1372, lines 5 to 6; read:

defined in 46 (U.S.C. 2101) on any structure on or in the navigable waters of the ...
(CL 1073/98) 26/00

Page 78—Paragraph 1380, lines 2 to 3; read:

prohibit any vessels subject to the provisions of chapter 37 of Title 46, U.S. Code from operating in the navigable ...
(CL 1073/98) 26/00

Page 78—Paragraph 1389, line 4; read:

U.S.C. App. 91 of any vessel, the owner or operator of which is subject ...
(CL 1073/98) 26/00

Page 86—Paragraph 1662, line 2; read:

River between McAlpine Locks (Mile 606.8) and Twelve Mile ...
(CL 1073/98) 26/00

Page 94—Paragraph 1893, lines 6 to 10; read:

Equipment". Each receiver installed must be labeled with the information required under paragraph (b) of this section".
(CL 1073/98) 26/00

Page 195—Paragraph 261, lines 6 to 7; read:

channel at the entrance to the creek. A highway bridge with 32-foot fixed span and a vertical clearance of 3 feet crosses 3 miles above the ...
(CL 1451/99, CL 1452/99) 26/00

COAST PILOT 4 (Continued)

Page 201—Paragraph 21, lines 6 to 8; read:
are exposed from the southwest quadrant.
(CL 2007/98)

26/00

Page 218—Paragraph 85, lines 9 to 10; read:
Charleston Harbor; they are unmarked and are covered 6 feet
and 4 feet, respectively. An obstruction, covered 9 feet and ...
(NOS 11521)

26/00

Page 232—Paragraph 70, line 4; read:
depth of 12 feet to State Route 802 highway bridge, and
thence 7 ...
(CL 1608/99)

26/00

Page 232—Paragraph 70, lines 8 to 10; read:
highway bridge has a fixed span with a clearance of 45 feet.
(CL 1608/99)

26/00

Page 271—Paragraph 78; read:
Towage.-Three conventional tugs, two 2,150 hp and one
3,600 hp, are available at the port; all are equipped with
VHF-FM channels 12, 15, and 16.
(CL 1769/99)

26/00

Page 281—Paragraph 245, lines 1 to 2; read:
Towage.-Three conventional tugs to 4,200 hp, two tractor
tugs to 5,200 hp, and one Ship Docking Module of 4,000 hp
are ...
(CL 1769/99)

26/00

Page 303—Paragraph 127; strike out.
(CL 1268/99; 37/99 CG5)

26/00

Page 305—Paragraph 167, line 6; read:
501.3 has a fixed span with a clearance of 65 feet. An over-
head ...
(CL 798/94)

26/00

Page 318—Paragraph 441, lines 2 to 6; read:
has two fixed spans which cross the Caloosahatchee River at
Fort Myers, Mile 134.5, with a clearance of 56 feet.
(CL 281/96)

26/00

COAST PILOT 4 32 Ed 1999 Change No. 5

Page 261—Paragraph 131, line 13; read:
overhead power cable at the bridge has a clearance of 38
feet. The ...
(CL 1295/95)

26/00

Page 274—Paragraph 142, lines 10 to 12; read:
(See **117.317**, chapter 2, for details of operation.) The
Roosevelt (U.S.1) highway bridge, adjacent to the west, has
a fixed span with a clearance of 65 feet. The Roosevelt bas-
cule bridge has a clearance of 14 feet at the center. The over-
head ...
(CL 882/98; CL 761/99)

26/00

Page 274—Paragraph 151, line 2; read:
south of the Roosevelt bascule bridge, has berthage for two
...
(CL 882/98; CL 761/99)

26/00

Page 274—Paragraph 151, line 5; read:
west side of the river 500 yards north of the Roosevelt bas-
cule bridge pumps ...
(CL 882/98; CL 761/99)

26/00

Page 274—Paragraph 152, line 2; read:
mile south of the Roosevelt bascule bridge. Gasoline, water,
some marine supplies, ...
(CL 882/98; CL 761/99)

26/00

Page 283—Paragraph 294, lines 10 to 11; read:
to midnight, can be seen over 16 miles offshore. A tall ...
(CL 170/99)

26/00

Page 283—Paragraph 297; read:
Channels.-A Federal project provides for a 44 foot chan-
nel from the sea buoy to inside Government Cut, then 42 feet
to the Fisher Island Turning Basin and to the end of con-
tainer berth in Fishermans Channel. Miami Main Channel on
the north side of the Port of Miami has a project depth of 36
feet to Main Turning basin with the same depth which is off
the northwest corner of Dodge Island. The Lummus Island
Turning Basin off the southwest corner of Lummus Island is
under construction and has a proposed project depth of 42
feet and as of 1997 had a depth of about 25 feet. The Federal
project extends 1,200 feet to the west of the Lummus Island
Basin and is also under construction and as of 1997 had a
depth of about 25 feet. The channels and turning basins are
maintained at or near project depths (See Notice to Mariners
and latest edition of chart for controlling depths). In 1998,
the area between Miami Main Channel and the Port of
Miami off the north side of Dodge Island had depths of 31 to
36 feet. Mariners are advised that abrupt shoaling may be
encountered along the northerly and southerly edges of the
dredged channel.
(CL 170/99)

26/00

Page 283—Paragraph 302; strike out.
(CL 170/99)

26/00

Page 284—Paragraph 304, lines 4 to 10; read:
southwestern corner of Dodge Island; then southwestward to
the junction with the Intracoastal Waterway. The channel
west of the 1,200 foot extension from the Lummus Island
Turning Basin is maintained by Miami-Dade County, and in
1995 had a depth of about 23 feet with lesser depths along
the southern edges of the channel. (See Notice to Mariners
and latest edition chart for controlling depths.) Natural
depths to 10 feet lead from the turning basin off Dodge
Island to the Intracoastal Waterway. The channel is well
marked.
(CL 170/99)

26/00

COAST PILOT 4 (Continued)

Page 301—Paragraph 84, lines 3 to 4; read:
June 1999, the privately dredged entrance channel had a reported controlling depth of 7 feet. Several small-craft facilities are in the ...
(CL 2075/99) 26/00

Page 302—Paragraph 109, line 3; read:
1999, the reported centerline controlling depth was 6 feet in the channel and in the ...
(CL 1780/99) 26/00

Page 311—Paragraph 293, line 3; read:
channel which had a reported controlling depth of 9 feet in 1994. Marinas ...
(CL 1795/94) 26/00

Page 318—Paragraph 450, lines 7 to 8; read:
(See **117.300**, chapter 2, for drawbridge regulations.) The ...
(CL 2114/99) 26/00

Page 318—Paragraph 452, line 3; read:
clearance of 35 feet at the center. The bridgetender monitors VHF-FM ...
(CL 74/00) 26/00

COAST PILOT 4 32 Ed 1999 Change No. 6

Page 140—Paragraph 3360, lines 5 to 7; read:
the Application Oversight Board members. The RA may not consider whether a vessel owner should have been eligible for a commercial vessel permit because of hardship or other factors. The RA ...
(CL 1936/99) 26/00

Page 140—Paragraph 3360, line 10; read:
Application Oversight Board members. The RA's decision will ...
(CL 1936/99) 26/00

Page 140—Paragraph 3361, line 4; read:
for transfer must be submitted to the RA.
(CL 1936/99) 26/00

Page 140—Paragraph 3362, line 2; read:
transferable permit may request that the RA transfer the permit to ...
(CL 1936/99) 26/00

Page 140—Paragraph 3364, line 7; read:
written contract must be submitted to the RA postmarked or hand-delivered ...
(CL 1936/99) 26/00

Page 140—Paragraph 3367, line 2; read:
trip-limited permit may request that the RA transfer the per-

mit to ...
(CL 1936/99) 26/00

Page 140—Paragraph 3368, line 3; read:
or if the RA does not receive an application for renewal within 60 ...
(CL 1936/99) 26/00

Page 144—Paragraph 3442, line 3; read:
of Mexico, the RA may adjust the closing and/or opening date of ...
(CL 1936/99) 26/00

Page 156—Paragraph 3820, line 2; read:
the FMP for the Shrimp Fishery of the Gulf of Mexico, the RA ...
(CL 1936/99) 26/00

Page 156—Paragraph 3821, line 6; read:
27°50.0'N., the RA may prohibit or restrict the use of hook-and-line ...
(CL 1936/99) 26/00

Page 157—Paragraph 3831, line 2; read:
applicable FMPs, the RD may establish or modify the following management ...
(CL 1936/99; FR 11/2/99) 26/00

Page 320—Paragraph 482, line 5; read:
channel 16 and works channel 13; call sign WHW-773. In July 1999, a replacement bascule bridge with a design clearance of 21 feet was under construction in place of the current span.
(CL 1055/99) 26/00

Page 335—Paragraph 366; strike out.
(CL 170/99) 26/00

COAST PILOT 4 32 Ed 1999 Change No. 7

Page 134—Paragraph 3239, line 2; read:
vessels. Annually, on or about March 1, the RA will provide each ...
(CL 1936/99) 26/00

Page 134—Paragraph 3239, line 5; read:
received through February 15. Annually, by April 15, the RA will ...
(CL 1936/99) 26/00

Page 137—Paragraph 3308, line 12; read:
provided to the RA, the subsequent owner may use those landings ...
(CL 1936/99) 26/00

COAST PILOT 4 (Continued)

Page 138—Paragraph 3313, line 3; read:
form, which is available from the RA.
(CL 1936/99) 26/00

Page 138—Paragraph 3315, line 2; read:
available from the RA. An application for an initial commercial ...
(CL 1936/99) 26/00

Page 138—Paragraph 3325, line 1; read:
(e) *Issuance.* (1) The RA will mail an initial commercial ...
(CL 1936/99) 26/00

Page 139—Paragraph 3349, line 2; read:
status. On or about July 27, 1998, the RA will notify each owner of a ...
(CL 1936/99) 26/00

Page 139—Paragraph 3349, line 14; read:
application from the RA.
(CL 1936/99) 26/00

Page 139—Paragraph 3353, lines 2 to 4; read:
in a timely manner is incomplete, the RA will notify the vessel owner of the deficiency. If the owner fails to correct the deficiency within 20 days of the date of the RA's notification, the ...
(CL 1936/99) 26/00

Page 139—Paragraph 3354, line 3; read:
paragraph (b) of this section are met, the RA will issue an initial commercial ...
(CL 1936/99) 26/00

Page 139—Paragraph 3355, line 2; read:
(b) of this section are not met, the RA will notify the vessel owner, ...
(CL 1936/99) 26/00

Page 139—Paragraph 3356, lines 2 to 5; read:
reconsideration of the RA's determination regarding initial permit eligibility by submitting a written request for reconsideration to the RA. Such requests must be postmarked or hand delivered within 20 days of the date of the RA's notification denying initial ...
(CL 1936/99) 26/00

Page 139—Paragraph 3357, lines 1 to 2; read:
(ii) Upon receipt of a request for reconsideration, the RA will forward the initial application, the RA's response to that ...
(CL 1936/99) 26/00

Page 140—Paragraph 3358, line 4; read:
Stevens Act for the RA to make available to the Application

Oversight ...
(CL 1936/99) 26/00

Page 140—Paragraph 3359, line 9 to Paragraph 3360, line 1; read:
recommendations for each application for reconsideration to the RA.
(v) The RA will make a final decision based on the eligibility ...
(CL 1936/99) 26/00

COAST PILOT 5 27 Ed 1997 Change No. 48
LAST NM 23/00

Page 360—Paragraph 16, lines 9 to 11; read:
rate. Pilots will take all classes of vessels in or out, day or night, unless otherwise noted. Arrangements for pilots are generally made 24 hours prior to the ship's arrival by the ship's agents.
(CL 764/00) 26/00

Page 364—Paragraph 97, lines 1 to 2; read:
Channels.—The entrance channel, W of Muhlenfels Point and close E of Scorpion Rock, leads close SW of West Indian Dock; depths in the channel are about 27 feet. The ...
(CL 764/00) 26/00

Page 365—Paragraph 101, lines 3 to 5; read:
110.1 and 110.250, chapter 2, for limits and regulations.)
(CL 764/00) 26/00

Page 365—Paragraph 119, line 2 to Paragraph 121, line 1; read:
(indexed as such) early this chapter. Pilotage is available from the St. Thomas Pilots, Virgin Island Port Authority. Office address is: P.O. Box 2616, Charlotte Amalie, St. Thomas, U.S.V.I. 00803; telephone 340-774-2333, 340-744-2250, 340-774-8580 (boathouse), FAX 340-777-9694. Pilots can also be contracted through the marine operator, WAH, on VHF-FM channels 16, 28, and 85 (international), 0500 to 2400 hours, daily.

The pilots boathouse (station) is on the waterfront at St. Thomas Old Marine Terminal.

St. Thomas Pilots serve the main harbors of Charlotte Amalie, St. John, East and West Gregerie Channels, and Crown Bay.

Pilots board vessels entering St. Thomas Harbors from three points at the entrances. Vessels entering via West Gregerie Channel are boarded about 0.5 mile W of West Gregerie Channel Lighted Buoy 2, just W of Porpoise Rocks. For vessels entering through East Gregerie Channel, the pilot boards no less than 1.0 mile S of East Gregerie Channel Lighted Buoy WRI. Vessels entering the port through the main harbor entrance channel can pick up the pilot from a position in the channel S of St. Thomas Harbor Entrance Lighted Buoy 2.

The pilot boats, HARRY MAGRAS, 45 feet long, and WINSTON PARRIS, 42 feet long, each have black hulls with white superstructures. Both boats have the word PILOT on their superstructures, painted in orange. The pilot boats

COAST PILOT 5 (Continued)

display the standard pilot signals; “HOTEL” flag by day, and a white light over a red light at night (all-around lights). The pilot boats and pilot station monitor VHF-FM channels 16 and 14, and work on channel 14. Vessels to be boarded should contact the pilot boat prior to arrival for vessel speed (approximately 3 to 8 knots) and boarding side, and rig the pilot ladder about 3 feet above the water.

An equatorial current is reported to run, starting in East Gregerie Channel and traveling out West Gregerie Channel at a velocity of about 1 to 3 knots.

Towage.—Tugs up to 2,500 hp are available for docking ...
(CL 764/00; CL 532/2000) 26/00

Page 365—Paragraph 126; read:

Coast Guard.—The Coast Guard has a **Marine Safety Detachment** in Charlotte Amalie (See Appendix for Address.)
(CL 764/00) 26/00

Page 366—Paragraph 127, lines 2 to 4; read:

Port of St. Thomas are enforced by the Port Authority Dockmasters at Blyden Terminal.
(CL 764/00) 26/00

Page 366—Paragraph 128, line 3; read:

Amalie. The well-protected 2,750-foot marginal wharf has depths ...
(CL 764/00) 26/00

Page 366—Paragraph 132; read:

The Crown Bay Passenger Facility, operated by the Virgin Islands Port Authority, is in Crown Bay on the N side of West Gregerie Channel. The pier, which extends E from shore, has a 500-foot S face and a 200-foot N face, and depths of 36 to 38 feet alongside. Just N is the Home Port Dock, which is 435 feet with depths of 23 feet alongside.
(CL 764/00) 26/00

Page 366—Paragraph 149, lines 3 to 4; read:

mail between St. Thomas Island and St. John Island. Land ...
(CL 764/00) 26/00

Page 379—Paragraphs 93 to 98; read:

Corpus Christi, TX: 400 Mann Street 78403-1621.
Galveston, TX: Post Office Bldg., 601 Rosenberg 77550-1705.

Mobile, AL: Ryan Wash Bldg., 36652-2924.

Port Arthur, TX: Federal Bldg., 2875 75th Street & Highway 69, 77640-2099.

Old San Juan, PR: P.O. Box S-3666, 00902-3666.

Tampa, FL: 155 Columbia Drive 33606-3598.

Coast Guard Marine Safety Detachment Offices

Charlotte Amalie, VI: P.O. Box 818, St. Thomas, VI 00801-0818.

(CL 764/00; CGSDL 3/00) 26/00

COAST PILOT 6**30 Ed 2000****Change No. 1
LAST NM 23/00**

Page 33—Paragraph 68; strike out.

(33 CFR 26.04)

26/00

Page 36—Paragraphs 85 to 89; strike out.

(33 CFR 26.10)

26/00

Page 47—Paragraph 579, line 2; read:
hours notice is given.

(d) The draw of the Grand Trunk Western railroad bridge, mile 0.2 across the mouth of Spring Lake, shall open on signal; except that, from December 15 through March 15, the draw shall open on signal if at least 24 hours notice is given.
(33 CFR 117.633) 26/00

Page 50—Paragraph 695; read:

(a) Public vessels of the United States, State or local government vessels used for public safety, vessels in distress and vessels seeking shelter from rough weather shall be passed through the draws listed in this section as soon as possible. Except as provided in paragraph (c)(1)(ii) with respect to the Monroe Street bridge, commercial vessels shall be passed through the draws of this section as soon as possible.
(33 CFR 117.851) 26/00

Page 50—Paragraph 697 to Paragraph 701, line 2; read:

(c) The draw of the Monroe Street bridge, mile 0.4 at Port Clinton, shall open as follows:

(1) From May 1 through November 30-

(i) Between the hours of 12 midnight and 6 a.m., the draw shall open on signal.

(ii) Between the hours of 6 a.m. and 12 midnight, the draw shall open on signal. However, the draw need not open on signal during this time for recreational craft and commercial vessels licensed to carry fifteen or less passengers, or less than ten gross tons, unless in distress or seeking shelter from rough weather. For these vessels, the draw need open only from three minutes before to three minutes after the hour and half-hour.

(2) From December 1 through April 30, the draw shall open on signal if at least 24 hours' notice is given.

(d) The draw of the Norfolk Southern bridge, mile 1.5 at Port Clinton, shall open on signal. However, from December 1 ...

(33 CFR 117.851; FR 6/29/99; CL 1254/99)

26/00

Page 64—Paragraphs 1177 to 1178; strike out.

(33 CFR 161)

26/00

Page 71—Paragraph 1448, line 2; read:
shore.

(e) A tanker equipped with an integrated navigation system, and complying with paragraph (d) (2) of this section, may use the system with the auto pilot engaged while in the areas described in paragraphs (d)(3) (i) and (ii) of this section. The master shall provide, upon request, documentation showing that the integrated navigation system—

COAST PILOT 6 (Continued)

- (1) Can maintain a predetermined trackline with a cross track error of less than 10 meters 95 percent of the time;
- (2) Provides continuous position data accurate within 20 meters 95 percent of the time, and
- (3) Has immediate override control,

(33 CFR 164.13) 26/00

Page 73—Paragraphs 1556 to 1562; strike out.
(33 CFR 164.40) 26/00

Page 100—Paragraph 2373, line 3 to Paragraph 2378, line 2; read:

Service; or

(2) The boundaries of lands and waters administered by the National Park Service for public-use purposes pursuant to the terms of a written instrument;

(3) Waters subject to the jurisdiction of the United States located within the boundaries of the National Park System, including navigable waters and areas within their ordinary reach (up to the mean high water line in places subject to the ebb and flow of the tide and up to ordinary high water mark in other places) and without regard to the ownership of submerged lands, tidelands, or lowlands;

(4) Lands and waters in the environs of the District of Columbia, policed with the approval or concurrence of the head of the agency having jurisdiction or control over such reservations, pursuant to the provisions of the Act of March 17, 1948 (62 Stat. 81);

(5) Other lands and waters over which the United States holds a less-than-fee interest, to the extent necessary to fulfill the purpose of the National Park Service administrated interest and compatible with the nonfederal interest.

(b) The regulations contained in parts 1 through 5, part 7, and part 13 of this chapter do not apply on non-federally owned lands and waters or on Indian tribal trust lands located within National Park System boundaries, except as provided in paragraph (a) or in regulations specifically written to be applicable on such lands and waters.

(c) The regulations contained in part 7 and part 13 of this chapter are special regulations prescribed for specific park area. Those regulation may amend, modify, relax or make more stringent the regulations contained in parts 1 through 5 and part 12 of this chapter.

(d) The regulations contained in parts 2 though 5, part 7, and part 13 of this section shall not be construed to prohibit administrative activities ...

(36 CFR 1.2) 26/00

Page 104—Paragraphs 2505 to 2507; read:

§80.953 Inspection and certification.

(a) Each U.S. flag vessel subject to the Great lakes Agreement must have an inspection of the required radio-telephone installation at least once every 13 months. This inspection must be made while the vessel is in active service or within not more than one month before the date on which it is placed in service.

(b) An inspection and certification of a ship subject to the Great Lakes Agreement must be made by a technician hold-

ing one of the following: a General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second Class Radiotelegraph Operator's Certificate, or a First Class Radiotelegraph Operator's Certificate. Additionally, the technician must not be the vessel's owner, operator, master, or an employee of any of them. The results of the inspection must be recorded in the ship's radiotelephone log and include:

(1) The date the inspection was conducted;

(2) The date by which the next inspection needs to be completed;

(3) The inspector's printed name, address, class of FCC license (including the serial number);

(4) The results of the inspection, including any repairs made; and

(5) The inspector's signed and dated certification that the vessel meets the requirements of the Great Lakes Agreement and the Bridge-to-Bridge Act contained in subparts T and U of this part and has successfully passed the inspection.

(c) The vessel owner, operator, or ship's master must certify that the inspection required by paragraph (b) was satisfactory.

(d) The ship's log must be retained on-board the vessel for at least two years from the date of the inspection.

(47 CFR 80.953) 26/00

Page 105—Paragraph 2517, line 3 to Paragraph 2519; read:
12-156.600 MHz, or Channel 14-156.700 MHz.

(2) The navigational bridge-to-bridge frequency, 156.660 MHz (channel 13).

(3) Such other frequencies as required for the vessel's service.

(4) One channel for receiving marine navigational warnings.

(47 CFR 80.956) 26/00

COAST PILOT 6

30 Ed 2000

Change No. 2

Page 130—Paragraphs 101 to 102; read:

In April 1999, the controlling depths were 24 feet in the approach channel, thence 23 feet in the entrance channel through the outer harbor, thence 20 feet in the river channel to the head of the Federal project at Seneca Street. The outer harbor W of the entrance channel had depths of 10 to 18 feet except for lesser depths to 5 feet along the S end of the W breakwater. The outer harbor E of the entrance channel had depths of 20 feet except for shoaling to 16 feet along the SE edge; the SE portion of the harbor is not being maintained. The channel to the turning basin had depths of 14 feet (16 feet at midchannel), thence 11 to 20 feet in the basin; the S half of the channel was not being maintained.

(BP 169001; CL 1179/99) 26/00

Page 133—Paragraph 159, lines 1 to 4; read:

In March 1999, the controlling depths were 17 feet (19 feet at midchannel) to the lower turning basin, with 11 to 17 feet in the basin; thence 10 feet (15 feet at midchannel) to the upper turning basin, with 13 to 14 feet in the basin; thence 11

COAST PILOT 6 (Continued)

feet to the head ...
(BPs 168527-28) 26/00

Page 137—Paragraph 194, lines 3 to 4; read:
June 1999, the controlling depth was 8½ feet (10 feet at mid-channel) in the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway ...
(BP 169332; CL 1497/99) 26/00

Page 150—Paragraph 95, lines 4 to 5; read:
Falls, N.Y. In December 1998, the controlling depth in the channel was 11 feet (12 feet at midchannel). The channel is marked with buoys.
(BPs 167402-05; CL 290/99) 26/00

Page 160—Paragraph 214, line 6 to Paragraph 215; read:
are marked by buoys. In June 1999, the controlling depths were 6 feet (9½ feet at midchannel) from deep water in the lake to just inside the outer piers, thence 6 feet to the municipal pier.

Inside the harbor, there are breakwaters E and W of the N end of the Municipal Pier. A dredged access channel extends S along the E and W sides of the Municipal Pier and along the S sides of the E and W breakwaters. The breakwaters are marked by lights. In June 1999, the controlling depths were 5½ feet in the access channel along the E side of the Municipal Pier except for lesser depths to 3½ feet at the E end, thence 5 feet in the channel just S of the E breakwater except for lesser depths to 3½ feet at the E end, 6½ feet in the access channel along the W side of the municipal Pier and 5 feet in the channel S of the W breakwater except for lesser depths to 3½ feet in the NW corner
(BPs 168928-29; CL 1135/99) 26/00

Page 161—Paragraph 222, lines 4 to 7; read:
breakwaters. In May 1999, the controlling depths were 8½ feet (9 feet at midchannel) from deep water in Lake Erie to the breakwaters, thence 3 to 5 feet in the N central part of the basin, decreasing considerably to 1 foot toward the ...
(BP 169020) 26/00

Page 189—Paragraph 657, lines 5 to 6; read:
In April-July 1998, the controlling depths were 18 feet (21 feet at midchannel) in the entrance channel to the mouth of the river, thence 15 feet (19 feet at midchannel) to the overhead power cables 0.75 mile above the mouth; thence in July-August 1997, 12 feet (15 feet at midchannel) to the turning basin; thence in ...
(BPs 167168-74; 24/99 CG9) 26/00

Page 190—Paragraph 686, lines 3 to 5; read:
buoys, leads W along the piers on the S side of the bay. In March 1999, the controlling depths were 5½ feet in the N half of the channel and 8 feet in the S half.
(BP 169025; CL 1234/99) 26/00

Page 221—Paragraph 69, lines 5 to 9; read:
channel inside the harbor. In August 1998, the controlling

depths were 22 feet in the entrance channel to the first set of buoys marking the channel; thence 18 to 20 feet in the buoyed section of the basin to the head of the project.
(BP 167254) 26/00

Page 222—Paragraph 88, lines 3 to 8; read:
on the W and NW sides and a detached breakwater on the NE side. The outer end of the breakwaters are marked by lights. In August 1998, the controlling depths were 9 feet in the entrance channel, thence depths of 10 feet were in the N 400 feet of the basin and 1½ to 8 feet in the remainder of the basin except for ...
(BP 167256) 26/00

Page 222—Paragraph 103, lines 6 to 10; read:
marked by buoys and a private **113.5°** lighted range. In May 1999, the controlling depths were 8 feet in the entrance channel to the breakwater, thence ½ foot in the S half and 4½ feet in the N half of the channel to the mouth of Pigeon River, thence 5 feet to the head of ...
(BPs 168865-66) 26/00

Page 223—Paragraph 112, line 3; read:
May 1999, the controlling depth was 1½ feet in the channel.
(BPs 168887-90) 26/00

COAST PILOT 6 30 Ed 2000 Change No. 3

Page 228—Paragraph 197, lines 3 to 7; read:
Waterways Commission dock. In September 1998, the controlling depths were 11 feet in the entrance channel, thence 9 to 10 feet in the basin.
(BP 167257) 26/00

Page 232—Paragraph 275, lines 11 to 17; read:
leads **056°** at about midchannel. In April 1999, the reported controlling depth was 24 feet in the entrance channel and loading slip except for shoaling to 16 feet at the SW end of the slip, thence depths of 10 to 20 feet in the dredged area along the SE dock face except for shoaling to 6 feet at the SE end of the area. In 1988, reported depths of 11 to 22 feet were available in the tug basin with shoaling to 7 feet along the extreme NW edge.
(CL 806/99; BP 168115; 9/99 CG9; LL/99) 26/00

Page 232—Paragraph 288, lines 4 to 6; read:
through a dredged entrance channel from the NW. In July 1998, the controlling depth was 10 feet in the entrance channel, thence 9 to 10 feet in the basin except for lesser depths in the W and NW corners. A ...
(BP 167259) 26/00

Page 233—Paragraph 295, line 13; read:
miles NW from the buoy and 1.5 miles offshore.

Small-craft facilities.—A small-craft channel, marked by lights, lighted and unlighted buoys, leads to a boat basin and marina on the W side of Duncan Bay. The channel has reported depths of 8 feet and the marina provides berths,

COAST PILOT 6 (Continued)

electricity, pump-out, water, ice and monitors VHF channels.
(BPs 169104-05; CL 1334/99) 26/00

Page 237—Paragraph 372, lines 8 to 11; read:
between Marquette Island and **Little La Salle Island**. In 1994, the controlling depths were 7 feet along the N side of Marquette Island in Les Cheneaux Channel, and 6½ feet (7 feet at midchannel) in the channel to the W and N of La Salle Island. The controlling depth was 6½ feet in the Middle Entrance channel. In 1999, a large rock was reported to be in Les Cheneaux Channel about 250 feet SE of Buoy 15 in about 45°59'34"N., 84°23'55"W.

(BPs 154986-94; CL 1992/99) 26/00

Page 246—Paragraph 69; read:

In April-May 1998, the controlling depths were 17 feet from deep water in Lake Michigan to Round Lake except for lesser depths to 15 feet along the SW boundary of the entrance channel near the end of the South pier, thence 16 feet to Lake Charlevoix.

(BPs 166025-27; 1/99 CG9) 26/00

Page 248—Paragraph 109, lines 5 to 7; read:

the breakwaters to a mooring basin. In September 1998, the controlling depths were 13 feet in the channel between the breakwaters, thence 10 feet in the basin except for shoaling to 5 feet in ...

(BP 167276) 26/00

Page 254—Paragraph 249, line 6; read:

1998, the controlling depth was 8½ feet in the N half and 10 feet in the S half of the channel between the piers and ...

(BP 167278; 7/99 CG9) 26/00

Page 256—Paragraph 262, lines 6 to 8; read:

the S pier. In June 1998, the controlling depths were 20 feet in the S half of the approach and 21 feet in the N half to the ends of the breakwaters; thence 28 feet in the outer basin; thence 25 feet ...

(BPs 167106-07) 26/00

Page 258—Paragraph 295, lines 8 to 13; read:

channel extends N to the deep water in Spring Lake. In April 1999, the controlling depths were 20 feet in the approach channel; thence in 1997-May 1999, 11 feet (21 feet at mid-channel) to the docks of the municipal marina, about 1.0 mile above the mouth of the river. A 4-foot shoal extends about 200 feet into the channel on the W side directly across from the municipal marina in about 43°04'00"N., 86°14'11"W. In 1997-May 1999, the controlling depths were 9 feet (17 feet at midchannel) from the municipal marina to the railroad bridge at Ferrysburg, thence 10 to 13 feet in the turning basin; thence in 1978, 15 feet from the railroad ...

(BPs 168899-900; BPs 162272-75; DD254) 26/00

Page 263—Paragraph 319; read:

In April 1998, the controlling depths were 23 feet in the approach channel; thence 12 feet (20 feet at midchannel) in

the outer basin and between the piers to Lake Macatawa, thence 15 feet (19 feet at midchannel) in the channel through Lake Macatawa to the turning basin with 12 to 16 feet in the basin, thence 14 feet (16 feet at midchannel) to Buoy 25 (42°47'53.7"N., 86°06'49"W.) thence 6½ feet to the bridge.

(BPs 167110-18; NOS 14932) 26/00

Page 263—Paragraph 338, lines 1 to 4; read:

In August 1998, the controlling depth was 8½ feet in the entrance channel between the piers and revetments to a point about 650 feet above the shoreward end of the piers, thence 9 feet (10 feet midchannel) to the upstream limit of the project at Saugatuck. The ...

(BPs 167279-83; 07/99 CG9) 26/00

Page 264—Paragraph 349, lines 4 to 7; read:

June-July 1998, the controlling depths were 12 feet in the approach channel, thence 10 feet in the N half and 13 feet in the S half of the channel between the piers, thence 10 feet to the South Haven Municipal Marina, thence 5½ feet to the head of the project ...

(BPs 167108-09) 26/00

COAST PILOT 6**30 Ed 2000****Change No. 4**

Page 315—Paragraph 924, lines 4 to 5; read:

the SW corner of Detroit Harbor. In September 1998, the midchannel controlling depth was 14 feet in the channel with 8½ to 14 ...

(BPs 167265-66) 26/00

Page 315—Paragraph 930; read:

Channels.-A channel leads from Green Bay across the bar at the mouth of the harbor to deeper water inside. The entrance is marked by two buoys and a light on the W side. The buoys are not charted because they are frequently shifted in position to mark the best water. Local knowledge is advised. In September 1998, the controlling depth was 4 feet (5½ feet at midchannel).

(BP 167267; LL/99) 26/00

Page 324—Paragraph 1045, lines 4 to 7; read:

buoys, and a private unlighted buoy. In July 1998, the mid-channel controlling depth was 5 feet in the entrance and river channels.

(BPs 167268-69) 26/00

Page 324—Paragraph 1050, lines 4 to 5; read:

N side of the entrance channel. In August 1998, the mid-channel controlling depth was 3½ feet; mariners are advised to favor the S ...

(BPs 167274-75) 26/00

Page 325—Paragraph 1066, lines 7 to 13; read:

piers and the inner end of the N pier are marked by lights. In September 1998, the controlling depths were 16 feet (20 feet

COAST PILOT 6 (Continued)

at midchannel) in the entrance channel to the piers, thence 18 feet (21 feet at midchannel) to the Ogden Street bridge, thence 18 feet (21 feet at midchannel) to the basin with 8 to 20 feet in the basin with the lesser depths found along the S and SE edges, thence 9 feet (18 feet at midchannel) to Menominee River Buoy 4, thence 7½ feet to ...

(BPs 167261-64) 26/00

Page 349—Paragraph 180, lines 6 to 12; read:

October 1988, most of the entrance channel just SE of the end of the S pier had shoaled to about 3 feet. Depths of 6 feet were available along the E edge using local knowledge. The controlling depth in the remainder of the channel was 8 feet between the piers to the basin, thence depths of 8 to 10 feet were in the basin except along the W edge, thence a controlling depth of 7 feet was about halfway up the extension channel with gradual shoaling to 2½ feet to the ...

(BP 167412) 26/00

Page 351—Paragraph 213, lines 5 to 9; read:

marked by lights; a fog signal is at the W pierhead light. In September 1998, the controlling depths were 15 feet (18 feet at midchannel) in the entrance channel and the channel between piers, thence 16 feet to the bridge except for shoaling to 10 feet just below the bridge. Shoaling in the harbor ...

(BP 167417) 26/00

Page 351—Paragraph 222, lines 5 to 7; read:

inside the breakwaters is marked by a buoy. In June 1999, the controlling depths were 5 feet (6 feet at midchannel) to the harbor basin with 4 to 8 feet in the basin. Greater depths were

(BP 168864) 26/00

Page 352—Paragraph 235, line 3; read:

controlling depth in the W channel was 19 feet, except in the far ...

(BP 167420; BP 167406) 26/00

Page 353—Paragraph 251, lines 5 to 7; read:

light on the S side. In August 1998, the controlling depth was 8 feet in the S basin, except for lesser depths to 5½ feet along the W edge. The N basin has depths of 5 to 10 feet.

(BP 167407) 26/00

Page 353—Paragraph 265, lines 6 to 11; read:

enter from the N or S the detached breakwater. In August 1998, the controlling depths were 8 feet in the S approach, thence 10 feet in the N approach, except for an 8-foot spot near the S edge of the L-shaped breakwater, and a 5-foot shoal along the E edge of the L-shaped breakwater. Depths of 8 feet were available in the basin, except for lesser depths to 4 feet along the E edge.

(BP 167415) 26/00

Page 363—Paragraph 381, lines 5 to 7; read:

August 1998, the controlling depth was 6 feet (7½ feet at

midchannel) with lesser depths at the head of the project.

(BP 167413) 26/00

Page 365—Paragraph 442, lines 6 to 9; read:

lights. In May 1998, the controlling depths were 15 to 19 feet in the main harbor basin with shoaling to 13 feet in the N and S section, thence 5½ to 8 feet in the small-craft basin.

(BP 167411) 26/00

COAST PILOT 6 30 Ed 2000 Change No. 5

Page 32—Paragraph 26; strike out.

(NOS 99) 26/00

Page 158—Paragraph 161, line 5; read:

FM channels include 16, 6, 12, 14, and 18A. At least 4 hours

... (CL 1999/99) 26/00

Page 164—Paragraph 268, lines 3 to 5; read:

Towing Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. At least 12 hours ...

(CL 1999/99) 26/00

Page 166—Paragraph 303, lines 3 to 5; read:

Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. At least 6 hours ...

(CL 1999/99) 26/00

Page 169—Paragraph 363, line 4; read:

through a land station, telephone, 800-321-3663.

(CL 1999/99) 26/00

Page 173—Paragraph 389, lines 4 to 6; read:

dispatchers in Cleveland at 800-321-3663 or 216-566-0400, respectively. Both dispatchers may be contacted on VHF-FM channel 16 (156.80 MHz). At least 3 hours advance notice is requested.

(CL 1999/99) 26/00

Page 183—Paragraph 590 to Page 186—Paragraph 600; strike out.

(CL 1333/99) 26/00

Page 186—Note 1, line 2; read:

97 feet (29.6 meters) at the harbor lines.

Note 2.—Mariners are requested to make initial calls to the CSX Railroad bridge at mile 1.07 over Maumee River at least 45 minutes prior to intended time of passage through the draw. A second call should be made when approximately 15 minutes from the bridge to help ensure timely openings.

(CL 1333/99) 26/00

COAST PILOT 6 (Continued)

Page 186—Table, item 4; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
4	CSX Railroad Bridge	Railroad	1.07	143	145			22	Swing. Note 2.

(CL 1333/99)

26/00

Page 187—Paragraph 612, line 4 to Paragraph 613, line 1; read:

dispatchers at 419-243-8972 or 800-321-3663, respectively. Great Lakes Towing Co. has VHF-FM capability for tug arrangements. At least 3 hours advance notice is requested.

Vessels proceeding ...

(CL 1999/99)

26/00

The ...

(CL 1999/99)

26/00

Page 303—Paragraph 726, line 4; read:

remote antenna; at least 4 hours advance notice is requested. Arrangements for tugs can also be made through the JMS Towing Service, Inc. in Sturgeon ...

(CL 1999/99)

26/00

Page 201—Paragraph 192, line 3; read:

VHF-FM via remote antenna. At least 3 hours advance notice is requested. The Gaelic Tugboat Co. dispatcher ...

(CL 1999/99)

26/00

Page 318—Paragraph 982, line 5; read:

321-3663; at least 4 hours advance notice is requested.

(CL 1999/99)

26/00

Page 222—Paragraph 92, lines 6 to 7; read:

provide diesel, gasoline, water, ice, electricity, and marine supplies. A 40-ton hoist is available for hull, engine, and electrical repairs.

(CL 1369/99)

26/00

Page 327—Paragraph 1116, lines 4 to 7; read:

reported depth of 7 feet in 1999, is protected on the SW side by a pier and detached breakwater. The E end of the breakwater is marked by a private light and the entrance channel is marked by buoys. The basin has reported depths of 4 to 8 feet.

(CL 865/99)

26/00

Page 223—Paragraph 110, lines 2 to 8; read:

as Wallace Cut leads to a marina basin. The entrance is marked by a private lighted range. In April 1999, the entrance channel had a reported controlling depth of 5 feet with 8 to 10 feet in the basin. The marina provides berths, gasoline, water, ice, electricity, sewage pump-out, marine supplies, engine repairs, a 30-ton hoist and a launching ramp.

(CL 1369/99)

26/00

Page 338—Paragraph 118, lines 3 to 6; read:

through Great Lakes Towing Company's dispatch office in Cleveland at 800-321-3663 or via remote VHF-FM antenna; at least 4 hours advance notice is requested.

(CL 1999/99)

26/00

Page 361—Paragraph 329, line 5; read:

on VHF-FM channels 16, 10, 12 and 18A via remote antenna; at least 3 hours advance notice is requested.

(CL 1999/99)

26/00

Page 225—Paragraph 133, line 11; read:

breaking capabilities. Tugs are also available from Great Lakes Towing Co. docks in Detroit, at 800-321-3663. At least 30 hours advance notice is requested.

(CL 1999/99)

26/00

COAST PILOT 6**30 Ed 2000****Change No. 6**

Page 232—Paragraph 277; read:

Towage.—Tugs are available from the Great Lakes Towing Co. docks in Sault Ste. Marie, at 800-321-3663.

(CL 1999/99)

26/00

Page 128—Paragraph 54, line 2 to Paragraph 55, line 2; read:

about 0.7 mile long and 0.25 mile wide, with a least depth of 1 foot near the W edge. A buoy marks the W side of the shoal.

East Charity shoal, SE of Charity Shoal, has a least depth of 8 feet and is marked by a light. The passage between Charity ...

(NOS 14802)

26/00

Page 271—Paragraph 403, line 4; read:

Calumet (South Chicago) Harbor.) At least 3 hours advance notice is requested.

(CL 1999/99)

26/00

Page 128—Paragraph 55, lines 7 to 8; read:

of South Charity Shoal, a detached 25-foot shoal is marked by a lighted buoy. An unmarked shoal with a least depth of 24 feet is ...

(NOS 14802)

26/00

Page 275—Paragraph 491, lines 4 to 5; read:

for the Great Lakes Towing Co. tugs are made through the dispatcher in Cleveland (800-321-3663) or via VHF-FM remote antenna. At least 3 hours advance notice is requested.

COAST PILOT 6 (Continued)

Page 129—Paragraph 79, lines 3 to 5; read:
 close-to. **Stony Point Light** (43°50.3'N., 76°17.9'W.), 40 feet
 above the water, is shown from a white skeleton tower on the
 W end of the point.

(NOS 14802; 20/89 CG9; LL/99)

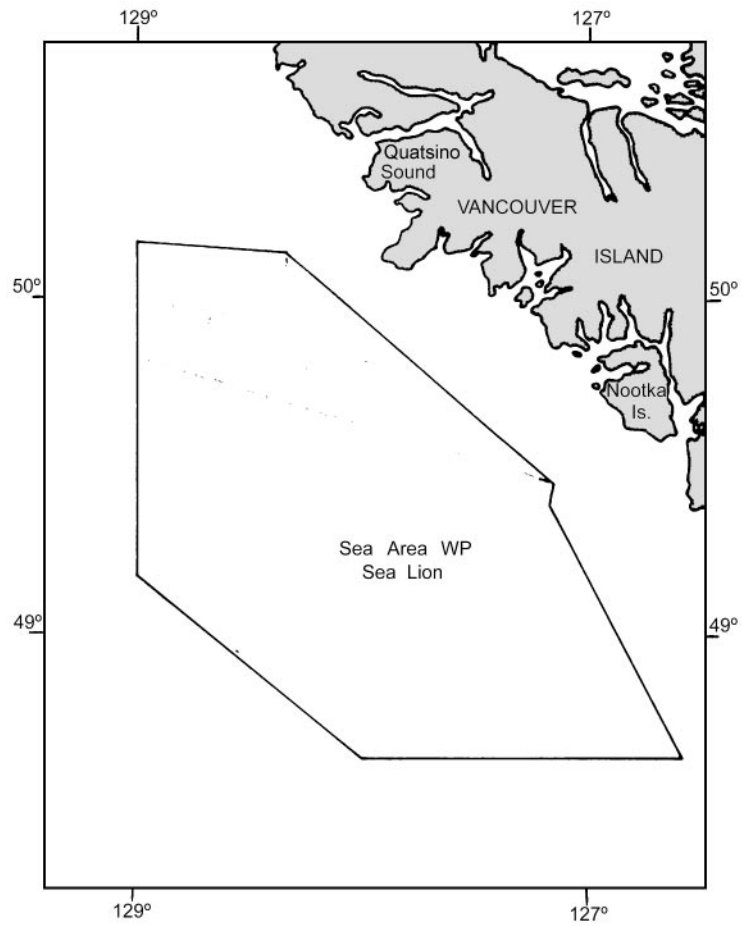
26/00

Page 186—Table, item 5; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
5	Norfolk Southern RR bridge	Railroad	1.80	134	134			20	Swing.

(CL 826/94; NOS 14846)

26/00

**West of Vancouver Island****PUB 120**